

**AGENDA**  
**GROTON ZONING COMMISSION**  
**SPECIAL MEETING**  
**FEBRUARY 21, 2018 – 7:00 P.M.**  
**TOWN HALL ANNEX – 134 GROTON LONG POINT ROAD**  
**COMMUNITY ROOM 1**  
**PLEASE NOTE START TIME AND LOCATION**

**I. ROLL CALL**

**II. ITEMS OF BUSINESS**

1. Commission Workshop - Zoning Regulations Rewrite Project\*\*
  - a. Website Update [www.grotonctzoning.com](http://www.grotonctzoning.com)
  - b. Mixed-Use Design Introduction\*
  - c. RS-12 and R-12 Zoning District Analysis\*

**III. ADJOURNMENT**

Next Regular Meeting: March 7, 2018

\* ENCLOSED (Please bring to workshop with notebooks)

\*\* COMMISSION WORKSHOP – THE PUBLIC IS INVITED TO PARTICIPATE IN A QUESTION AND ANSWER SESSION AFTER THE CONSULTANT’S PRESENTATION ON MIXED USE DESIGN. PUBLIC COMMENTS ON OTHER TOPICS MAY BE SUBMITTED IN WRITING AT THIS WORKSHOP OR PROVIDED ORALLY TO THE COMMISSION AT THE NEXT REGULARLY SCHEDULED ZONING COMMISSION MEETING\*\*

# Horsley Witten Group

*Sustainable Environmental Solutions*

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## MEMORANDUM

TO: Jon Reiner  
FROM: Jeff Davis  
DATE: February 14, 2018  
RE: Latest Updates to Groton Zoning Regulations, Mixed-Uses

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The Horsley Witten Group (HW) presents the following brief summary of the decision points to make with the Zoning Commission (ZC) on February 21 and edits made to the Town of Groton's zoning regulations since the last Zoning Commission (ZC) meeting on January 31.

### **Presentations and Handouts for February 21 Meeting**

- Presentation laying out the context and decision points for mixed-use zoning districts, including a briefing on what mixed-use is, commercial vs. residential uses in mixed-use development, and the basic necessities of any mixed-use zoning district.
- As an attachment to this memo, please see the portion of Section 3 of the draft Zoning Regulations specifically addressing mixed-use zoning districts. The ZC already received this draft with the entire re-write of Section 3 reviewed in October. This handout is a targeted reminder.
- Presentation of RS-12 and R-12 zoning districts analysis.

### **Discussion/Decision Points for February 21 Meeting**

- Height and other dimensional standards for the proposed mixed-use zoning districts.
- Whether residential uses should be allowed on all or some of the ground floors within the proposed mixed-use zoning districts.
- Identify the proper zoning approach (e.g., form based, design guidelines, etc.).
- Parking strategies related to mixed use areas.
- Whether design standards/guidelines should be strictly "traditional" in style or also allow "contemporary" designs that are of high quality and proportionally consistent.
- Review of dimensional analysis for the RS-12 and R-12 zoning districts. Decision on dimensional standards changes to make for these two districts, if any.

### **Updates from the January 31 Meeting**

#### **Residential Uses, Major Edits**

Most of the suggested edits were agreed upon by the ZC. Items that the ZC wanted additional edits for are described below.

**Definition of “Household” edited to the following:**

- (a) 2 or more persons, each related to the other by blood, marriage, or adoption, together with up to 2 domestic employees, or;
- (b) Up to 6 persons all of whom are not necessarily related to each other by blood, marriage, or adoption, and their dependent children living together in a dwelling unit and legally partaking in the ownership, lease, or possession of the premises.

**Definition of “Cottage Community” edited to the following:**

COTTAGE COMMUNITY: A residential development on a single lot made up of cottage units that may be situated on a common, landscaped courtyard, share a common parking area, and may include one or more common buildings for community gatherings, as authorized pursuant to Section XX of these regulations and in compliance with all of the design standards therein.

**Definition of “Bed & Breakfast” edited to the following:**

An owner-occupied residential facility that is managed by the property owner, provides transient lodging to the general public, without in-room cooking facilities, and has a total occupancy of not more than 16 persons including the owner-occupants. Guest rooms may be located in the primary building and/or up to one accessory building.

**Description of Green Zoning Districts edited as follows:**

. . . Lots in this district typically have an ownership structure or deed restriction that provides for long-term preservation . . .

### *Mixed-Use Districts*

The purpose of the Town's three commercial mixed-use districts (MDD, MTC and MVC) is to:

1. Allow a mixture of complimentary land uses that may include housing, retail, offices, commercial services, and civic uses;
2. To create economic and social vitality and to encourage the linking of trips;
3. Develop commercial and mixed-use areas that are safe, comfortable, and attractive to pedestrians;
4. Reinforce streets as public places that encourage pedestrian and bicycle travel;
5. Provide roadway and pedestrian connections to residential areas;
6. Provide transitions between high traffic streets and neighborhoods;
7. Encourage efficient land use by facilitating compact, higher-density development and minimizing the amount of land that is needed for surface parking;
8. Facilitate development that supports public transit, where applicable;
9. Provide appropriate locations and design standards for automobile- and truck-dependent uses; and
10. Maintain mobility along traffic corridors and highways.

## Mystic Downtown District (MDD)

*Commentary: The dimensional standards listed for the MDD below are the same as the current standards for the WDD. HW and Staff have not analyzed them in the context of the current district. This is an area that will need finer grained analysis as many of the existing standards do not work with the developed form of this district and the density allowances.*

### **Intent**

Mystic is famed for its traditional coastal New England character and is one of the biggest tourist destinations in the state. It is an important retail district in Groton with small, locally-owned shops along a main street and high density residential within historic structures. The MDD district is designed to maintain and enhance this special village by establishing specific guidelines to ensure a mix of compatible uses, concentrated development, pedestrian friendly circulation, shared parking and public spaces, and the continuation of historic styles. The area is also covered by the Mystic River Historic District, and buildings, existing and new, must adhere to historic district design standards. This district was formerly called the Waterfront Design district or WDD.

### **MDD Dimensional Standards**

#### Lot Size

Minimum lot area: 8,000 sq ft

Minimum lot width: 60 ft

#### Setbacks

Minimum front yard setback: 10 ft

Minimum rear yard setback: 10 ft

Minimum side yard setback: 10 ft

#### Maximum Building

Height: 40 ft

Coverage: 65%

(Building height is a maximum of 25 ft, but can be increased to 40 ft. Any building exceeding 25 feet in height shall be set back from its front, side and rear lot lines an additional one foot for each foot in height over 25 feet.)

#### Lot Area

Minimum Lot Area Per Dwelling Unit: 4,000 sq ft

## Mixed-Use Town Center (MTC)

### Intent

*Commentary: The MTC district is being developed for the “downtown” area of Groton along Route 1, currently a dated strip-style retail corridor that is isolated from other land uses in Town. However, the district may be considered for other areas of town, including at the intersection of Routes 117 and 184.*

This district is meant to encourage the redevelopment of existing strip malls into mixed-use developments, allowing Groton to meet regional market demand for such development. The MTC district may accommodate a mix of uses as a destination for residents across and outside the Town, ultimately serving as a true Town Center and gathering spot with its own clear identity. The district is designed to be pedestrian friendly, but still able to accommodate significant vehicular traffic. Development here should be oriented to existing or planned streets with pedestrian amenities, such as extra-wide sidewalks, street tree cutouts, pedestrian-scale lighting, and street furnishings, as well as transit stops. The MTC district is meant to provide flexibility in the siting and design of new developments and redevelopment to anticipate changes in the marketplace. Residential uses are restricted to mixed-use with ground floor retail or services or multi-unit dwellings. The MTC allows for the densest development in Town, with flexible design standards that will allow for creative development approaches to implement the pedestrian friendly vision for the district. Creative placemaking is a critical component of the success of the MTC, and design standards emphasize public plazas, small parks, sidewalks, and spaces for public art. This district was formerly called the Downtown Design district, or DDD.

### MTC Dimensional Standards

#### Lot Size

##### Minimum lot area

For lots developed individually: 40,000 sq ft *Commentary: This could go smaller*

For two or more lots developed together: None, if the total is at least 40,000 sq ft

##### Minimum lot width

For lots developed individually: 100 ft

For two or more lots developed together: None, if the total is at least 100 ft

#### Setbacks

##### Minimum and Maximum front yard setbacks

Along Route 1: 20 ft Minimum, 35 ft Maximum (unless a publicly accessible landscaped area is placed between the front lot line and the building) *Commentary: Need to discuss terminology to use for landscaped areas and how this would impact Section 7.4. Currently in the DDD, a minimum 20 foot landscaped front set back is required. Here, this could be increased if the landscaped area is publicly accessible (e.g. plaza, benches, etc.).*

Along all roads that abut a residential district: 30 ft

Along all other roads internal to the district: 0 ft Minimum, 15 ft Maximum (unless a publicly accessible landscaped area is placed between the front lot line and the building)



**Minimum rear yard setbacks**

For all lots with rear yards that abut a non-MTC district: 30 ft

For all other lots in the district: 0 ft

**Minimum side yard setbacks**

For all lots with side yards that abut a non-MTC district: 30 ft

For all other lots with portions of buildings sharing a party wall: 0 ft

For all other lots without portions of buildings sharing a party wall, up to 40 ft in height: 10 ft

For all other lots without portions of buildings sharing a party wall, over 40 ft in height: 20 ft

**Maximum Building****Height**

Along Route 1: 60 ft

For all other lots: 45 ft

**Coverage**

For lots that are part of a multiple-lot development: 100%

(So long as all required mechanical, circulation, parking, landscaping, delivery, waste management, and other outdoor facilities per this zoning district and the Building Code are accommodated in the overall development.)

For lots developed individually: 85%

*Commentary from the Town: Typically we require merging of the lots in large development so that setbacks work.*

**Lot Area**

Minimum Lot Area Per Dwelling Unit: None

*Commentary from the Town: Need to discuss if this works with where we want residential in this district. No requirements may be OK for MTC Route 1 but not MTC Route 184.*

**Publicly Accessible Landscaped Areas**

Minimum amount of publicly accessible landscaped areas per development: 15%. At least 10% must be contiguous. Whenever possible, this contiguous area will be designed to abut and visually and physically integrate with the required contiguous publicly accessible landscaped areas of any neighboring developments in the MTC district.

*Commentary from the Town: Needs additional discussion. Maybe we call it public/common space and not open space. Provide standards for public plazas, greens etc.*

*Commentary: "Publicly Accessible Landscaped Areas" used here as a place holder to differentiate it from "open space." Same term used below in the MVC district.*

## Mixed-Use Village Center (MVC)

### *Intent*

*Commentary: The MVC district is being developed for the Poquonnock Bridge “node,” a special focus area identified in the Town’s Plan of Conservation and Development. However, the district may be considered for other areas of town, including around Old Mystic.*

This district intends to provide spaces to accommodate demand for mixed-use development, much like the MTC, but on a smaller, “village” scale with neighborhood-serving retail and services, and places to accommodate artisan production. The MVC is meant to build upon existing character, preserving and enhancing historic or otherwise important buildings, and encouraging context sensitive infill development. The district is designed to be pedestrian friendly, but still able to accommodate significant vehicular traffic along major routes. Development here should be oriented to existing or planned streets with pedestrian amenities, such as extra-wide sidewalks, street tree cutouts, pedestrian-scale lighting, and street furnishings, as well as transit stops, where applicable. Residential uses are restricted to mixed-use with ground floor retail or services, multi-unit dwellings, or live-work spaces for “makers” and artisans. The MVC has more proscriptive design standards than the MTC to ensure that redevelopment and infill respect the history and character of the sites. Creative placemaking is also a critical component of the MVC, and design standards emphasize sidewalks as well as smaller public plazas, parks, and spaces for public art.

### *MVC Dimensional Standards*

#### Lot Size

##### Minimum lot area

For lots developed individually: 10,000 sq ft *Commentary: This could be smaller.*

For two or more lots developed together: None, if the total is at least 10,000 sq ft

##### Minimum lot width

For lots developed individually: 80 ft

For two or more lots developed together: None, if the total is at least 80 ft

#### Setbacks

##### Minimum and Maximum front yard setbacks

Along any arterial road: 20 ft Minimum, 35 ft Maximum (unless a publicly accessible landscaped area is placed between the front lot line and the building)

Along all roads that abut a residential district: 30 ft

Along all other roads internal to the district: 10 ft Minimum, 25 ft Maximum (unless a publicly accessible landscaped area is placed between the front lot line and the building)

##### Minimum rear yard setbacks

For all lots with rear yards that abut a non-MVC district: 30 ft

For all other lots in the district: 20 ft

##### Minimum side yard setbacks

For all lots with side yards that abut a non-MTC district: 30 ft

For all other lots in the district with portions of buildings sharing a party wall: 0 ft

For all other lots in the district without portions of buildings sharing a party wall: 10 ft



### Maximum Building

Height: 35 ft

#### Coverage

For lots that are part of a multiple-lot development: 100%

(So long as all required mechanical, circulation, parking, landscaping, delivery, waste management, and other outdoor facilities per this zoning district and the Building Code are accommodated in the overall development.)

For lots developed individually: 80%

### Lot Area

Minimum Lot Area Per Dwelling Unit: None

### Publicly Accessible Landscaped Areas

Minimum amount of publicly accessible landscaped areas per development: 20% (At least 15% must be contiguous. Whenever possible, this contiguous area will be designed to abut and visually and physically integrate with the required publicly accessible landscaped areas of any neighboring developments in the MVC district.)

*Commentary: **Other Considerations** – the following are additional items the Town may consider regulating in one or all of the mixed-use districts, and some options to consider for each.*

#### Additional Setbacks/Step Backs

The requirements for the MTC call for building heights of no more than 45 ft, which is generally four stories. The Town should consider requiring greater setbacks, similar to other zoning districts in town, for buildings of over 40 ft: Any building exceeding 40 ft in height shall be set back from its front, side, and rear lot lines an additional one foot for each foot in height over 40 ft.

Alternatively, to provide visual variety, the lower three stories may continue to meet the minimum setbacks, while the upper story is stepped back two feet for each foot in height over 40 ft. In a 45 ft tall building, this would create a fourth floor stepped back ten feet from the lower floors, creating room for rooftop decks. If the Town considers 5 or 6 story buildings in this district, a similar ratio could be explored.

*Commentary: **Guidelines** – the following topics may not be appropriate to include in the Zoning Regulations, but rather as separate guidelines. These represent the types of things the Town may consider, and are not exhaustive lists. A final list of guidelines could be illustrated.*

### General Site Layout

- Buildings that are primarily residential should be located next to any adjacent residential zoning districts, to serve as a buffer.
- Commercial uses should be located near existing retail or office areas, transit stops, higher volume streets, and any proposed public plaza areas.

- The layout of uses and buildings should be designed to facilitate pedestrian access to public bus stops, when present.

#### Street Pattern for New Streets (public or private)

- Street design should promote walkability with relatively short blocks and a high ratio of intersections to street links.
- Grid or modified grid street patterns should be used to increase efficiency and connectivity between blocks.
- Blocks should not exceed 800 feet in length and public pedestrian connections should be made between parallel streets at least every 500 feet.
- All streets should be interconnected, especially with streets on abutting properties.
- Streets should be extended to adjacent properties at visible locations that make the connections obvious.

#### Building Design Standards

- Avoid large, monolithic structures that overwhelm the streetscape and pedestrians.
- All building entrances should be architecturally accentuated with a canopy, portico, or overhang, or by being recessed or protruding, etc.
- Blank walls are not permitted if facing a street. Minimum window percentages must be met based on the height, use, and side of the building. (For example, 35% minimum window coverage on building facades facing streets, and 50% for the ground floors of such facades.) The Town may also consider standards for where on the building façade windows should go. (For example, front windows should begin between 12 to 24 inches above ground level and end no higher than 86 inches above ground level.)
- Building ridgelines or roof planes should be interrupted by features such as gables, dormers, towers, domes, projecting cornices, articulated parapet, etc. (which would not be included in the maximum height if they do not include livable space).
- Large building façades should appear to be broken into several sections or smaller buildings. A break in the depth of a façade can be created with the use of bay windows, porches, porticos, building extensions, building recesses, balconies, and other architectural treatments. The Town may consider setting a maximum distance between any such treatments, to avoid long segments of blank walls.

#### Parking Design Standards

- Structured parking garages are preferred over surface lots due to their ability to preserve the pedestrian environment and reduce visual impact. Where structured parking is not possible, surface parking lots can be designed with pedestrian access and visual impact in mind.
- Whenever possible, “wrap” the actual garage with other uses so that it is not visible from the street, or include active uses along the first floor with parking above.
- Parking garages, when visible, should be designed to screen, if not hide, the cars inside. Cars should be screened with grills, lattices, louvers, “green” walls, or similar treatments that complement the architectural style of neighboring buildings.

- Surface parking should be obscured to the best extent possible by limiting it to the rear and sides of buildings and using screening where lots abut a public street or residential use. The Town may also consider having a maximum width for parking areas along a street and between two buildings (say, 70 feet), to avoid long, contiguous surface parking areas.
- Surface lots should also be interconnected and cross-access easements should guarantee access to adjacent lots within the same block.
- While parking areas themselves should be screened, parking garage and parking lot entrances and exits should be visible from the street and well signed.

### Parking Standards

The Town may approach parking standards in the MTC and MVC in several ways.

- The same parking standards will apply per use as anywhere else in Town.
- The parking standards will be reduced per use within the MTC and MVC (since the efficiency of the area should lead to more of a “park once” environment).
- Develop a shared parking policy for the MTC and MVC.
- Allow on-street parking to count toward parking requirements.
- (At this time, transit access is probably not frequent enough to justify transit-oriented reduced parking.)

### Pedestrian, Streetscaping, and Landscaping Standards

- Encourage mobility choices such as walking, biking, and accessing transit through the design of streets and sidewalks and how they relate to uses.
- Sidewalks along street frontages should be ubiquitous, and they should be wide enough to make a person’s use of them pleasant and uncrowded. Additional sidewalks should be required to connect all front building entrances, parking areas, plazas, transit stops, and any other destination with the existing street network. The Town may consider specific standards for sidewalks that would safely accommodate outdoor dining.
- Street furnishings should not only make the pedestrian area attractive but also provide needed services to the pedestrian such as lighting, trash disposal, rest areas, bicycle parking, and directional guidance. The Town may consider specific placement guidelines for street furnishings.
- Furnishings should be thematically unified in their design and placed in logical locations. The Town may consider specific design guidelines for street furnishings.
- The Town may consider very detailed public realm standards, including sidewalk widths and materials, location and widths of landscape strips, location and treatment of crosswalks, traffic calming strategies, etc.
- No uni-taskers! Wherever possible, any outdoor design element should play two or more roles. For example, if designed well, a trash can may serve as a piece of public art as well as provide wayfinding signage.

### Open Space and Plaza Design Standards

- The preferred uses of required contiguous open spaces are public plazas, which should be designed as focal points within the development with guaranteed public access.
- Plazas should be a minimum of 4,000 sq ft in the MTC and 3,000 sq ft in the MVC. The Town may also consider having a maximum size for plazas, if more than one plaza is desired in a mixed-use zoning district.
- Plazas should be surrounded by streets or front facades of buildings. Off-street parking spaces should not abut plazas.
- At least 25% but no more than 75% of the plaza should be landscaped.
- Plazas should include amenities such as fountains, public art, gazebos, shade trees, trash containers, benches, decorative pedestrian lights, trellises, or other similar features. The Town may consider having guidelines for the placement and design of such amenities.

#### Lighting and Screening

- Lighting throughout the MTC district should be carefully planned to eliminate unnecessary illumination of abutting properties, especially residential.
- Light fixtures should be “hooded” to reduce light trespass and placed at a pedestrian scale.
- If not located within a building, loading, service, and trash storage areas should be kept to the rear or side of a building and visually screened from streets and pedestrian ways. Wall-mounted or ground-mounted equipment for mechanical, electrical, or communication services should also be screened from public view.

#### Bonus Density

The Town may consider allowing heights of up to 65 feet (6 stories) if developers agree to provide certain amenities that go above and beyond the Town’s requirements. For example . . .

- Set percentage of workforce or affordable housing
- Set percentage of retail and/or office space affordable to and appropriately sized for small and start-up businesses
- Threshold for green development(e.g. LEED Gold or higher)
- Additional open space
- Provision of public art
- Public road improvements
- Bicycle amenities

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## MEMORANDUM

TO: Jon Reiner  
FROM: Jeff Davis  
DATE: February 13, 2018  
RE: RS-12 and R-12 Zoning District Analysis

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The Horsley Witten Group (HW) presents the following brief summary of an analysis of the dimensions of parcels located in the RS-12 and R-12 zoning districts. This analysis examines the current conditions and impacts from proposed changes to the districts' dimensional standards. At the direction of the Town, HW can provide a more detailed analysis as needed. This analysis was conducted using the Town's GIS parcel data. The front setbacks were calculated by measuring the distance of the front of each primary building to the front lot line. All buildings, including accessory buildings, were used to calculate the current building coverage. This analysis is meant to give the Zoning Commission the information it needs to decide whether and how to adjust these standards.

The goal of any changes to dimensional standards is twofold. First, changes to dimensional standards could reduce the number of non-conforming lots in these neighborhoods, decreasing time and money spent seeking variances. This could benefit residents who wish to build accessibility improvements in old homes, thereby increasing the capacity of some residents to age in place. Second, changes to dimensional standards could ensure that the desirable character of these neighborhoods can be maintained as new development and redevelopment occur in the future. In other words, new or replacement homes can be located in the historical pattern more easily.

As there are several thousand lots within these two zoning districts, a representative sampling was conducted. First, all subdivisions built after the adoption of the current Zoning Regulations were eliminated from the analysis, as they should already largely conform. Within the neighborhoods built prior zoning, there are still well over 1,000 lots to consider. Analyzing all of these would be very time consuming and would drain project resources. As an alternative, a random sampling of 10% of lots from each neighborhood was selected. In total, 139 lots were analyzed. The tables below analyze all of these lots together, as well as each neighborhood separately, in order to identify any significant differences from one neighborhood to the next.



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## All Lots; Number of Lots: 139

Dimension Type	Current Average	Current Standard	Total # Current Non-Conforming Lots (% of total lots)	Proposed Standard	Total # Non-Conforming Lots Under Proposed Standard (% of total lots)
Front Setback	38.8 feet	30 feet	90 lots (64.7%)	25 feet	64 lots (46.0%)
Rear Setback	76.1 feet	30 feet	25 lots (18.0%)	25 feet	16 lots (11.5%)
Building Coverage	13.4%	20%	14 lots (10.1%)	30%	0 lots (0.0%)
Lot Size	15,430.0 sq ft	12,000 sq ft	56 lots (40.3%)	No change	NA

### Front & Rear Setbacks

There are nine lots out of 139 with front setbacks of over 100 feet, which far exceed the other 130 lots and were therefore removed as outliers. After subtracting these nine lots, the average falls to 28.3 feet, or just under the current setback standard. Despite this favorable average, there is a wide range of front setbacks, with nearly 2/3 of all lots violating the current standard of 30 feet. Even dropping the standard to 25 feet, nearly half (46%) of all lots in the sample would remain nonconforming for front setback. The standard would need to drop to 20 feet in order to reduce nonconformity to a more reasonable 27.3%.

Non-conformities related to rear setbacks are not nearly as pervasive, with over 80% conformity within the sample.

### Building Coverage

In general, building coverage is not a source of nonconformity in these neighborhoods. Most lots are under the current standard of 20% and the largest coverage in our sample was only 28.0%. Increasing the coverage standard to 30% would likely come close to eliminating coverage nonconformity in all of these neighborhoods. Increasing the coverage to 25% leaves only three nonconforming lots in the sample (2.2%). Increasing the coverage to at least 25% if not 30% will also provide more flexibility for homeowners in these neighborhoods, allowing more people to age in place. For example, this could accommodate a universally accessible one-story addition or an accessory dwelling unit for an aging relative.

### Lot Size

While there is no current proposal to alter the 12,000 square foot lot size minimum in these neighborhoods, it is worth noting that lot sizes in the sample range from 4,356 sq ft (all but one of the lots of less than 6,000 sq ft are located in Fort Hill) to 61,637 sq ft (all of the lots with over 35,000 sq ft are located in the RS-12 district surrounding Downtown Mystic). While the *average* lot size is well above the 12,000 sq ft minimum, over 40% of lots are under that size.



## Mystic Area; Number of Lots: 71

Dimension Type	Current Average	Current Standard	Total # Current Non-Conforming Lots (% of total lots)	Proposed Standard	Total # Non-Conforming Lots Under Proposed Standard (% of total lots)
<b>Front Setback</b>	47.1 feet	30 feet	40 lots (56.3%)	25 feet	27 lots (38.0%)
<b>Rear Setback</b>	63.0 feet	30 feet	15 lots (21.1%)	25 feet	11 lots (15.5%)
<b>Building Coverage</b>	13.3%	20%	5 lots (7.0%)	30%	0 lots (0.0%)
<b>Lot Size</b>	17,851.6 sq ft	12,000 sq ft	23 lots (32.4%)	No change	NA

### Front & Rear Setbacks

This is the largest contiguous neighborhood of the different study areas, with a very wide range in front setbacks in the sample, from approximately eight ft to nearly 350 ft. This area also has seven of the nine lots with front setbacks of over 100 feet (see “All Lots” analysis). The smallest front setback among these seven lots is 122.2 feet and, similar to the All Lots analysis, this resulted in the removal of several lots as outliers. Removing these outliers, the average falls to 30.6 feet, or just above the current standard. Reducing the standard to 25 feet results in a significant drop in nonconformity, from 56.3% to 38%. A further reduction to 20 feet would lead to 25.4% nonconformity.

It is important to note that the variety in setbacks is part of the existing character of this neighborhood. On the one hand, allowing front setbacks that are closer to the street will ensure that this character can be maintained with future development. On the other hand, outside the historic district, there is little keeping properties with deeper front setbacks from building closer to the road – something that may also impact neighborhood character. Notwithstanding this condition, over 40% of the existing homes in the neighborhood are set far enough back to be able to build closer to the street. Anecdotally, this rarely if ever happens, and not in disruptive ways.

Consistent with the All Lots analysis, this neighborhood has less of a problem with rear setbacks. Average rear setbacks are deep, with just over 20% nonconformity among the sample lots.

### Building Coverage

Much like the All Lots analysis, most lots are under the current standard of 20% and the largest coverage in our sample was only 27.7%. Increasing the coverage standard to 30% would likely come close to eliminating coverage nonconformity in this neighborhood. Increasing the coverage to 25% leaves only two nonconforming lots in the sample (2.8%). Increasing the coverage to at least 25% if not 30% will also provide more flexibility for homeowners, particularly in sub-areas such as Ocean View Heights that have much smaller lots than average, and therefore higher building coverage (see below).

### Lot Size

Lot size in this neighborhood is on average larger than the other neighborhoods analyzed, and the amount of lots nonconforming for size is smaller (just under 1/3). However, there are certainly some lots that are significantly smaller, with seven lots (9.9%) in the sample having less than 8,000 sq ft. In particular, the Ocean View Heights area, largely intact since its original subdivision in 1922, typically has

lot sizes of just over 7,000 sq ft. In order to maintain the diversity of home and lot sizes in this neighborhood, it may be worth exploring the possibility of having different standards for existing lots of less than 12,000 sq ft (more on this below, under General Observations).

### Fort Hill; Number of Lots: 44

Dimension Type	Current Average	Current Standard	Total # Current Non-Conforming Lots (% of total lots)	Proposed Standard	Total # Non-Conforming Lots Under Proposed Standard (% of total lots)
<b>Front Setback</b>	21.2 feet	30 feet	37 lots (84.1%)	25 feet	31 lots (70.5%)
<b>Rear Setback</b>	67.4 feet	30 feet	6 lots (13.6%)	25 feet	3 lots (6.8%)
<b>Building Coverage</b>	12.5%	20%	1 lots (2.3%)	30%	0 lots (0.0%)
<b>Lot Size</b>	12,662.1 sq ft	12,000 sq ft	15 lots (34.1%)	No change	NA

#### Front & Rear Setbacks

Front setbacks in this sub-area are significantly smaller, on average, than the current standard, with over 84% nonconformity among the sample lots. Dropping the setback to 25 feet still leaves over 70% of the lots nonconforming. At 20 feet, nonconformity is reduced to 36%.

Rear setbacks, on the other hand, are a minimal issue for the neighborhood, with most homes having a deep setback. Reducing the setback to 25 feet would make all but the smallest lots conforming.

#### Building Coverage

Even in Fort Hill, which has a reputation for being very densely built out, the average coverage is only 12.5%, which is actually *less* than the average for all of these neighborhoods. There is only one lot in the sample that has greater than 20% coverage.

#### Lot Size

Again, given the general perception of the Fort Hill neighborhood as densely developed, it may be surprising to some that there is a smaller percentage of lots that are nonconforming for size than the average for the All Lots analysis (34% vs. 40%). However, the lots that are smaller are *significantly* smaller, with eight lots (18.2%) in the sample having less than 7,000 sq ft. These smaller lots tend to be more common along Midway Oval. Another issue in this neighborhood is the prevalence of two-unit homes. Among the sample lots, there are five two-unit buildings and one three-unit building. None of these lots meet the 7,500 sq ft per unit lot size requirement, and half of them are under 12,000 sq ft. The wide range of lot sizes suggests that different standards could be explored for lots of under 12,000 sq ft.

### Winthrop; Number of Lots: 9

Dimension Type	Current Average	Current Standard	Total # Current Non-Conforming Lots (% of total lots)	Proposed Standard	Total # Non-Conforming Lots Under Proposed Standard (% of total lots)
Front Setback	29.1 feet	30 feet	6 lots (66.7%)	25 feet	3 lots (33.3%)
Rear Setback	88.8 feet	30 feet	3 lots (33.3%)	25 feet	1 lots (11.1%)
Building Coverage	18.8%	20%	4 lots (44.4%)	30%	0 lots (0.0%)
Lot Size	11,059.4 sq ft	12,000 sq ft	6 lots (66.7%)	No change	NA

#### Front & Rear Setbacks

Of the nine lots sampled, the average front yard setback fell just within the current standard of 30 feet, but 2/3 of the lots are in violation. Dropping the standard to 20 feet would leave just one lot in the sample nonconforming for front setback.

Non-conformities related to rear setbacks are not as pervasive. A reduction to 25 feet would leave just one lot in the sample nonconforming for rear setback.

#### Building Coverage

This neighborhood has the highest average coverage of all the neighborhoods analyzed, but the average is still under the current 20% standard. Taken individually, four of the nine lots sampled were nonconforming for coverage. Increasing the coverage to 30% eliminates non-conformity in the sample, and 25% eliminates all but one.

#### Lot Size

Lots in this neighborhood are undersized compared to the other neighborhoods, with 2/3 nonconforming.

### Windy Hill; Number of Lots: 4

Dimension Type	Current Average	Current Standard	Total # Current Non-Conforming Lots (% of total lots)	Proposed Standard	Total # Non-Conforming Lots Under Proposed Standard (% of total lots)
Front Setback	63.1 feet	30 feet	0 lots (0.0%)	25 feet	0 lots (0.0%)
Rear Setback	68.0 feet	30 feet	0 lots (0.0%)	25 feet	0 lots (0.0%)
Building Coverage	13.8%	20%	1 lots (25.0%)	30%	0 lots (0.0%)
Lot Size	18,785.3 sq ft	12,000 sq ft	1 lots (35.0%)	No change	NA

#### Front & Rear Setbacks

Subtracting the one lot with a front setback of 150 feet (the next deepest setback is only 39.5 feet), the average falls to 34.1 feet, still comfortably within the current standard. Windy Hill is notable for being

the only neighborhood analyzed to have no lots among the sample nonconforming for front setback. The smallest front setback among the sample parcels was 30.3 feet.

Similarly, rear setbacks are relatively deep and there were no lots among the sample nonconforming for rear setback. The smallest rear setback among the sample parcels was 38.2 feet.

#### **Building Coverage**

Similar to the other neighborhoods, building coverage nonconformity is not pervasive. The largest coverage in the sample is 20.5%.

#### **Lot Size**

On average, this neighborhood has the largest lot sizes in the study area, and there is very little nonconformity for this standard.

### **Warren Ave; Number of Lots: 4**

Dimension Type	Current Average	Current Standard	Total # Current Non-Conforming Lots (% of total lots)	Proposed Standard	Total # Non-Conforming Lots Under Proposed Standard (% of total lots)
<b>Front Setback</b>	24.4 feet	30 feet	2 lots (50.0%)	25 feet	2 lots (50.0%)
<b>Rear Setback</b>	100.6 feet	30 feet	0 lots (0.0%)	25 feet	0 lots (0.0%)
<b>Building Coverage</b>	9.0%	20%	0 lots (0.0%)	30%	0 lots (0.0%)
<b>Lot Size</b>	15,572.7 sq ft	12,000 sq ft	0 lots (0.0%)	No change	NA

#### **Front & Rear Setbacks**

This neighborhood has varied front setbacks, with some homes very close (less than 10 feet) to the front lot line, and others set well back (over 30 feet). However, they all tend to sit on very deep lots with significant rear setbacks. There were no conformity issues in the sample for rear setbacks. Conversely, dropping the front setback to 25 feet did not reduce the nonconformity related to front yard setbacks.

#### **Building Coverage**

Due to the deep lots, this neighborhood has very low building coverage, and the sample included no lots nonconforming for coverage.

#### **Lot Size**

All lots in the sample were above the minimum lot size.

### Ackley; Number of Lots: 4

Dimension Type	Current Average	Current Standard	Total # Current Non-Conforming Lots (% of total lots)	Proposed Standard	Total # Non-Conforming Lots Under Proposed Standard (% of total lots)
Front Setback	28.2 feet	30 feet	4 lots (100.0%)	25 feet	0 lots (0.0%)
Rear Setback	84.7 feet	30 feet	0 lots (0.0%)	25 feet	0 lots (0.0%)
Building Coverage	13.6%	20%	1 lots (25.0%)	30%	0 lots (0.0%)
Lot Size	10,672.2 sq ft	12,000 sq ft	2 lots (50.0%)	No change	NA

#### Front & Rear Setbacks

Of the four lots sampled, all were under the current front setback standard of 30 feet, but would all become conforming at 25 feet. Conversely, all lots sampled are currently conforming for rear setback.

#### Building Coverage

Similar to the other neighborhoods, nonconformity related to building coverage is not a pervasive issue. The largest amount of building coverage in the sample is 20.3%.

#### Lot Size

This sample had the smallest average lot size of the neighborhoods analyzed, with an average of below 12,000 sq ft. This neighborhood presents another potential argument for having different standards for lots of less than 12,000 sq ft.

### Brookshaven; Number of Lots: 3

Dimension Type	Current Average	Current Standard	Total # Current Non-Conforming Lots (% of total lots)	Proposed Standard	Total # Non-Conforming Lots Under Proposed Standard (% of total lots)
Front Setback	42.7 feet	30 feet	1 lots (33.3%)	25 feet	1 lots (33.3%)
Rear Setback	36.8 feet	30 feet	1 lots (33.3%)	25 feet	1 lots (33.3%)
Building Coverage	16.3%	20%	2 lots (66.7%)	30%	0 lots (0.0%)
Lot Size	13,503.6 sq ft	12,000 sq ft	2 lots (66.7%)	No change	NA

#### Front & Rear Setbacks

There appears to be quite a variety of setbacks in this neighborhood, even considering the small sample size. There are homes with small front setbacks and deep rear setbacks, and vice versa. One lot had ample of both. Due to this wide variation, dropping either setback down to 25 feet did not increase conformity.

#### Building Coverage

Two of the lots sampled are at over 20% coverage. At 25% coverage, all three lots become conforming.

### Lot Size

Two of the sampled lots are quite small (under 10,000 sq ft) while the other is over 20,000 sq ft. Looking at Google Maps, the central and corner lots tend to be much larger than the lots along the interior edges.

## General Observations

**Front setbacks** are a fairly consistent nonconformity throughout most of the neighborhoods. In many instances, even a drop to 25 feet leaves a significant percentage of lots nonconforming. The Town may want to consider a reduction to 20 feet, so long as it is comfortable that there is adequate protection for the front facades of homes on deeper front setbacks that exist alongside homes on shorter ones. In other words, that there would not be a large number of homeowners adding on to the fronts of their homes where they have enough room to do so within the front setback.

**Rear setbacks** are generally not an issue, with a relatively small percentage of nonconformity across all of the neighborhoods analyzed. There would probably be little advantage to changing the current standard of 30 feet.

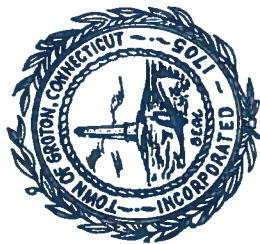
**Building coverage** is less of a problem than expected, with none of the neighborhoods averaging over 20% - the current standard. Increasing coverage to 30% would very likely eliminate coverage nonconformity. Within the sample, an increase to just 25% would do nearly as well, leaving only three nonconforming lots in the study area (2.2%). As mentioned above, increasing the coverage to at least 25% if not 30% will also provide more flexibility for homeowners in these neighborhoods, potentially allowing more people to age in place. For example, this could accommodate a universally accessible one-story addition or an accessory dwelling unit for an aging relative.

**Minimum Lot Size**, as noted, is not currently proposed to change. However, it should be reiterated that over 40% of all lots in the study area are less than 12,000 sq ft and will remain nonconforming for lot size. To address this issue, the Town could consider dropping the minimum lot size as it has for the current RS-8 zone. However, with so many larger lots in the study area, this may have unintended consequences in the long term due to lots being subdivided. Alternatively, the Town could explore a new district to cover the pockets of smaller lots such as those along Ocean View Avenue and Midway Oval. However, this would likely lead to confusion and would not meet the Town's desire to simplify the zoning regulations. Further, the legality of this type of approach would need to be verified.

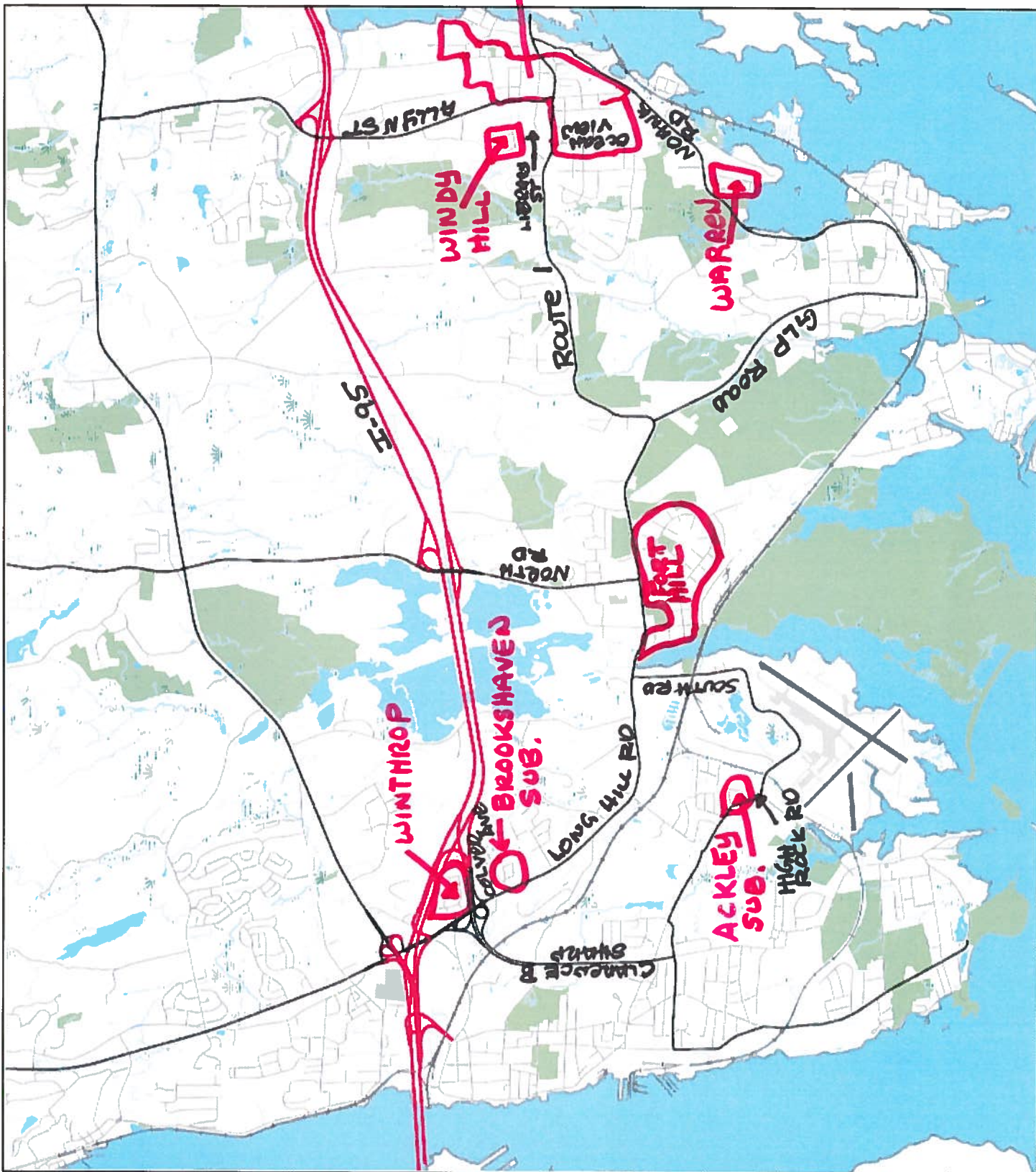
These small lot sizes are most problematic in terms of lot coverage. While on average coverage is not an issue for the study area as a whole, it is a considerable barrier for smaller lots. As discussed above, raising the maximum coverage to 30% would largely eliminate coverage nonconformity, while also leaving room for additions that could help residents age in place. If the Zoning Commission is not comfortable with increasing all lots to 30%, they might alternatively consider increasing only lots under 12,000 sq ft to 30%, with lots of 12,000 sq ft and over increasing to 25%. As with any proposed change in policy and regulatory language, HW will confirm the legality of such an approach with project counsel.



# Town of Groton



## RS-12 & R-12 ANALYSIS LOCATIONS



### Disclaimer

The planimetric and topographic information depicted on this map was derived from aerial photography and other sources. The information is not guaranteed to be accurate. The planimetric information depicted on this map has been compiled from information depicted on maps, assessor records, and other sources of information in the Town of Groton. The planimetric information is subject to change as a more accurate survey may disclose. The Town of Groton and its mapping companies assume no legal liability for any errors or omissions on this map. THIS MAP IS NOT TO BE USED FOR THE TRANSFER OF PROPERTY.

Universal Datum:  
Datum: North American Datum of 1983 (NAD83)  
Units: Feet

North Arrow:  
Datum: North American Datum of 1983 (NAD83)

Date: 2/13/2018



# Town of Groton

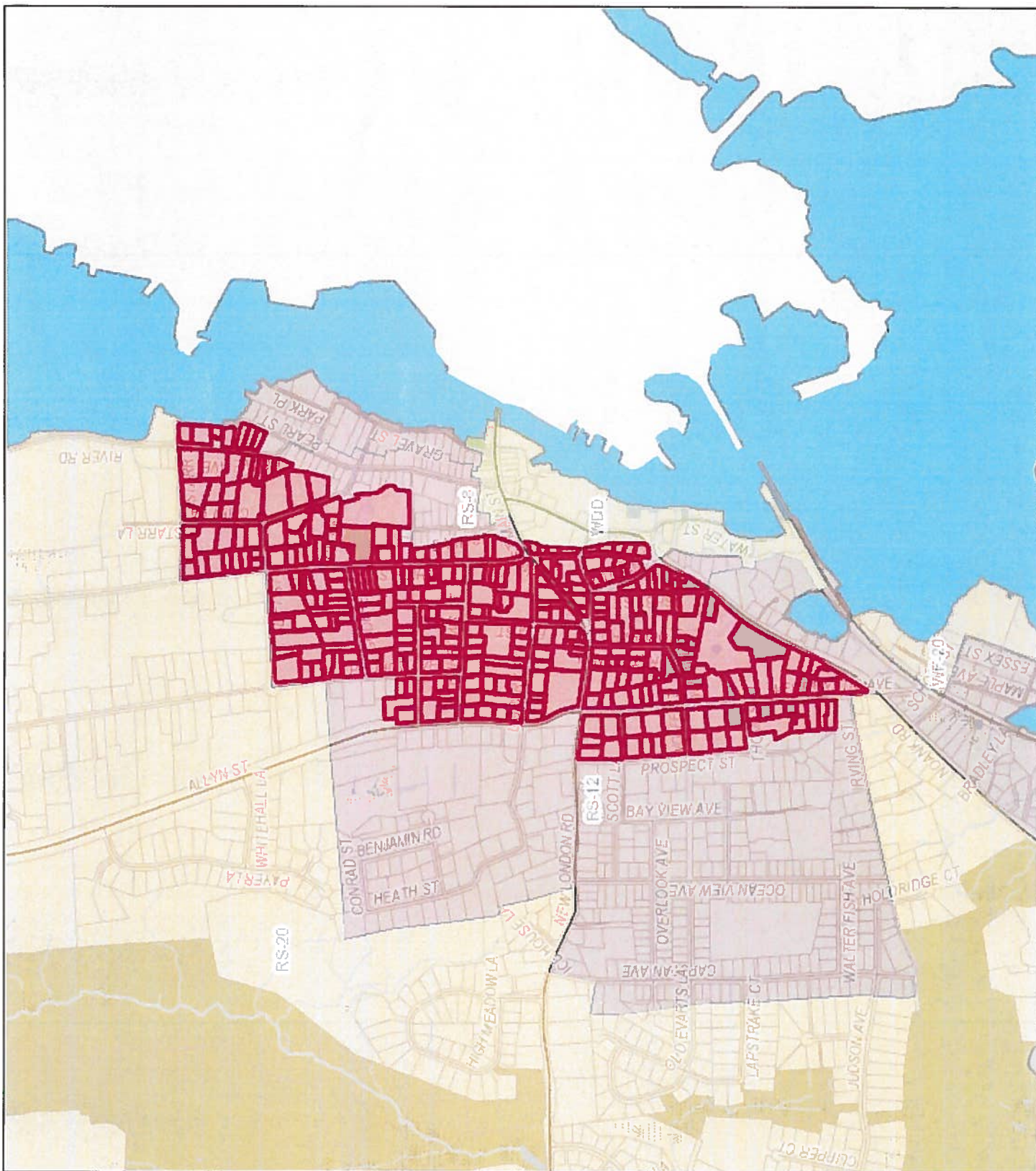


## RS-12 MYSTIC AREA #1



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**Horizontal Datum:**  
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**Vertical Datum:**  
North American Vertical Datum of 1989 (NAVD89)



Date: 1/8/2018

RS-12/R-12



# Town of Groton



## Mystic Area Pre-Subdivision MYSTIC AREA #2

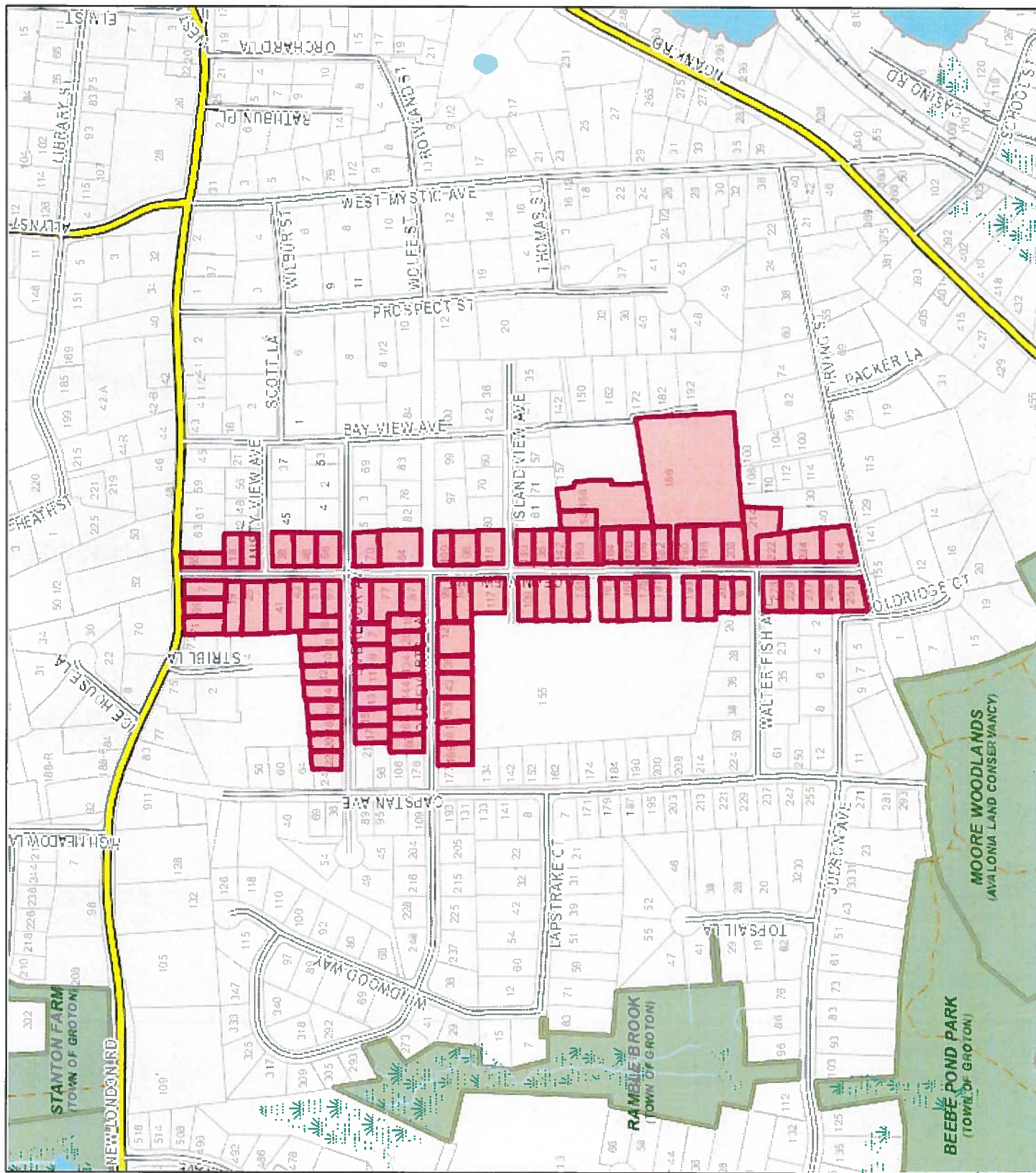


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Horizontal Datum: North American Datum of 1983 (NAD83)  
Vertical Datum: North American Vertical Datum of 1988 (NAVD88)

Date: 1/8/2018



RS-12/12-12



# Town of Groton



## Fort Hill Homes

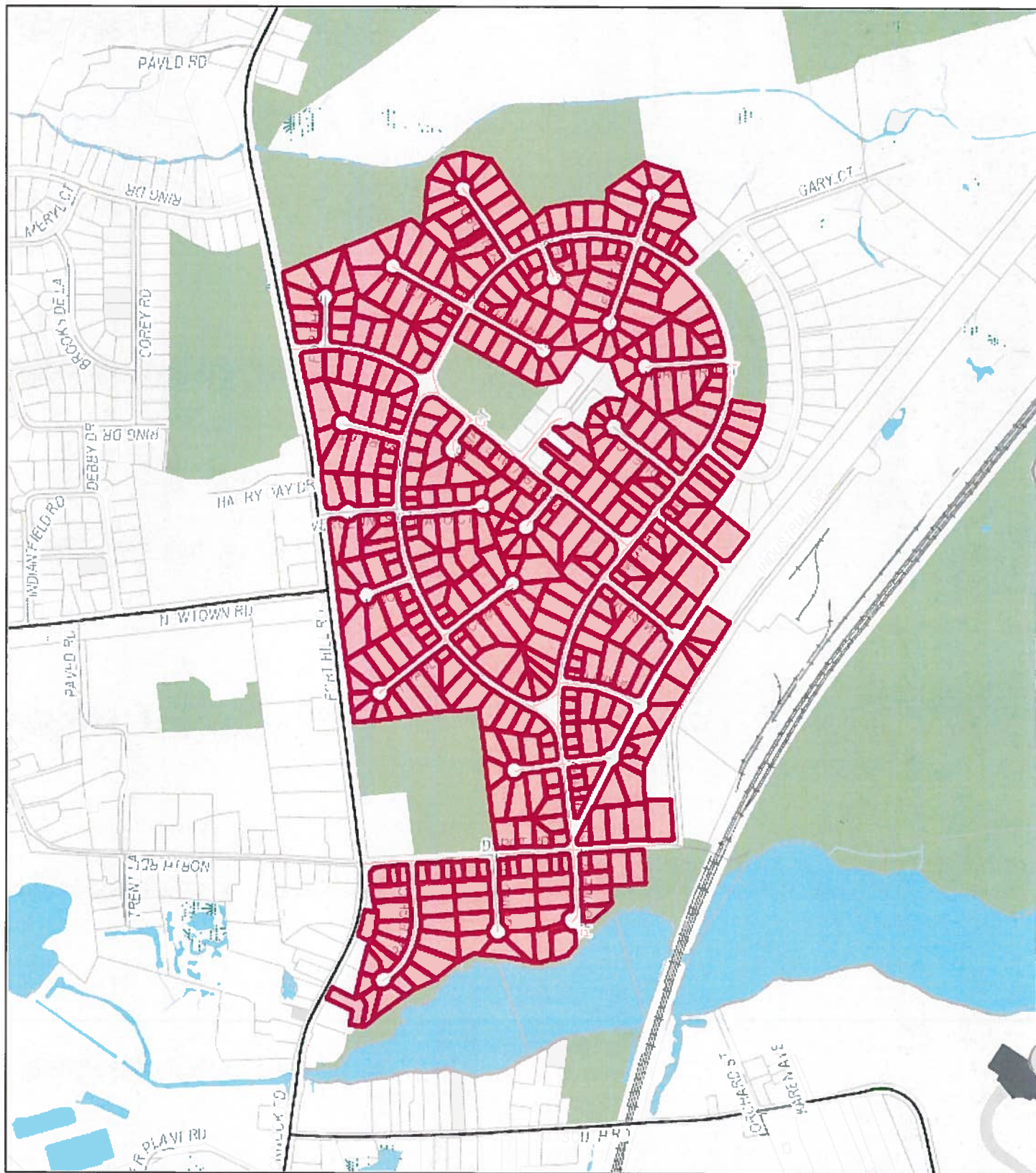


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Vertical Datum:  
North American Vertical Datum of 1988 (NAVD88)

Date: 12/20/2017





# Town of Groton



## Winthrop

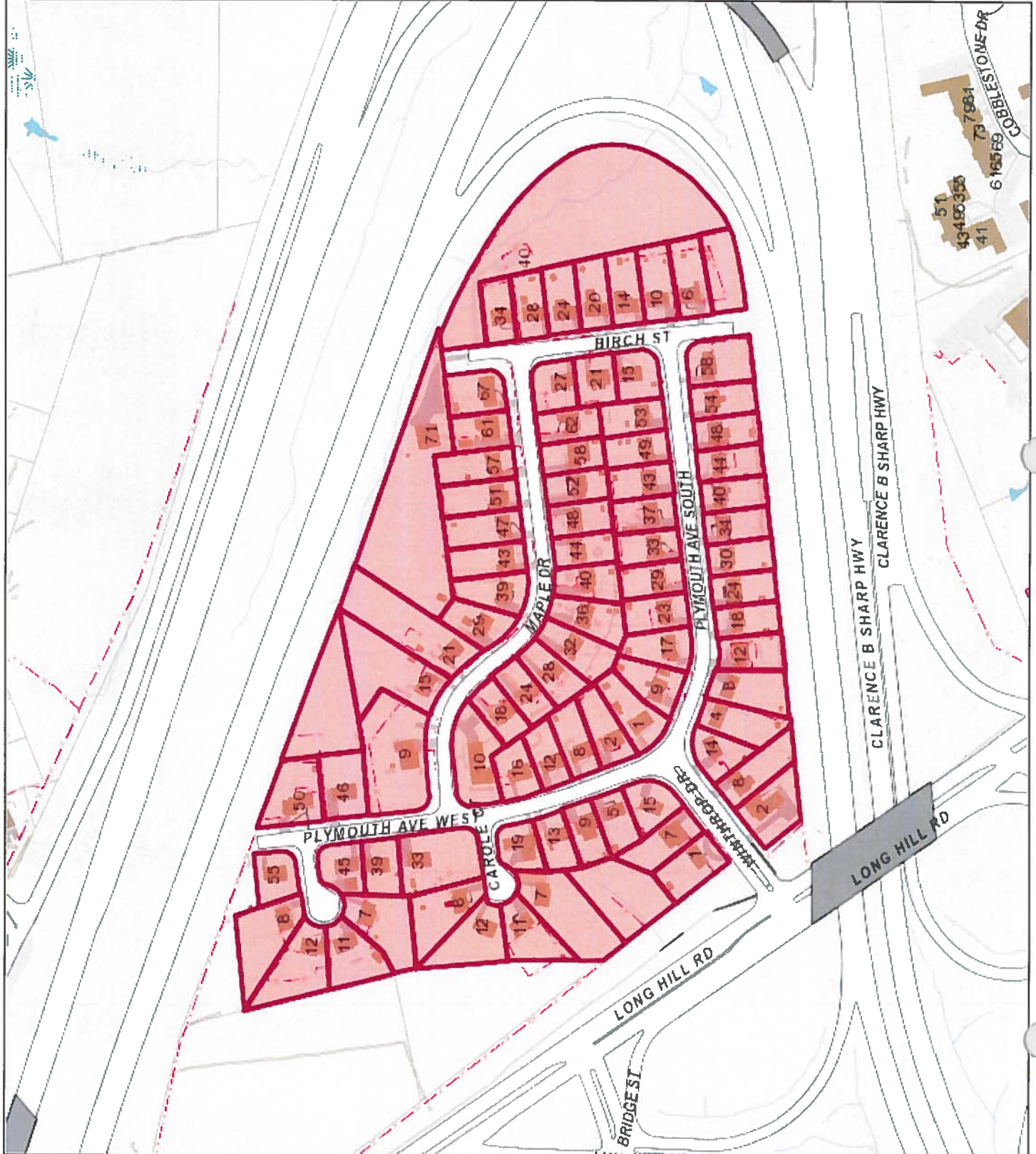


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Vertical Datum: North American Vertical Datum of 1988 (NAVD88).

Date: 12/20/2017





# Town of Groton



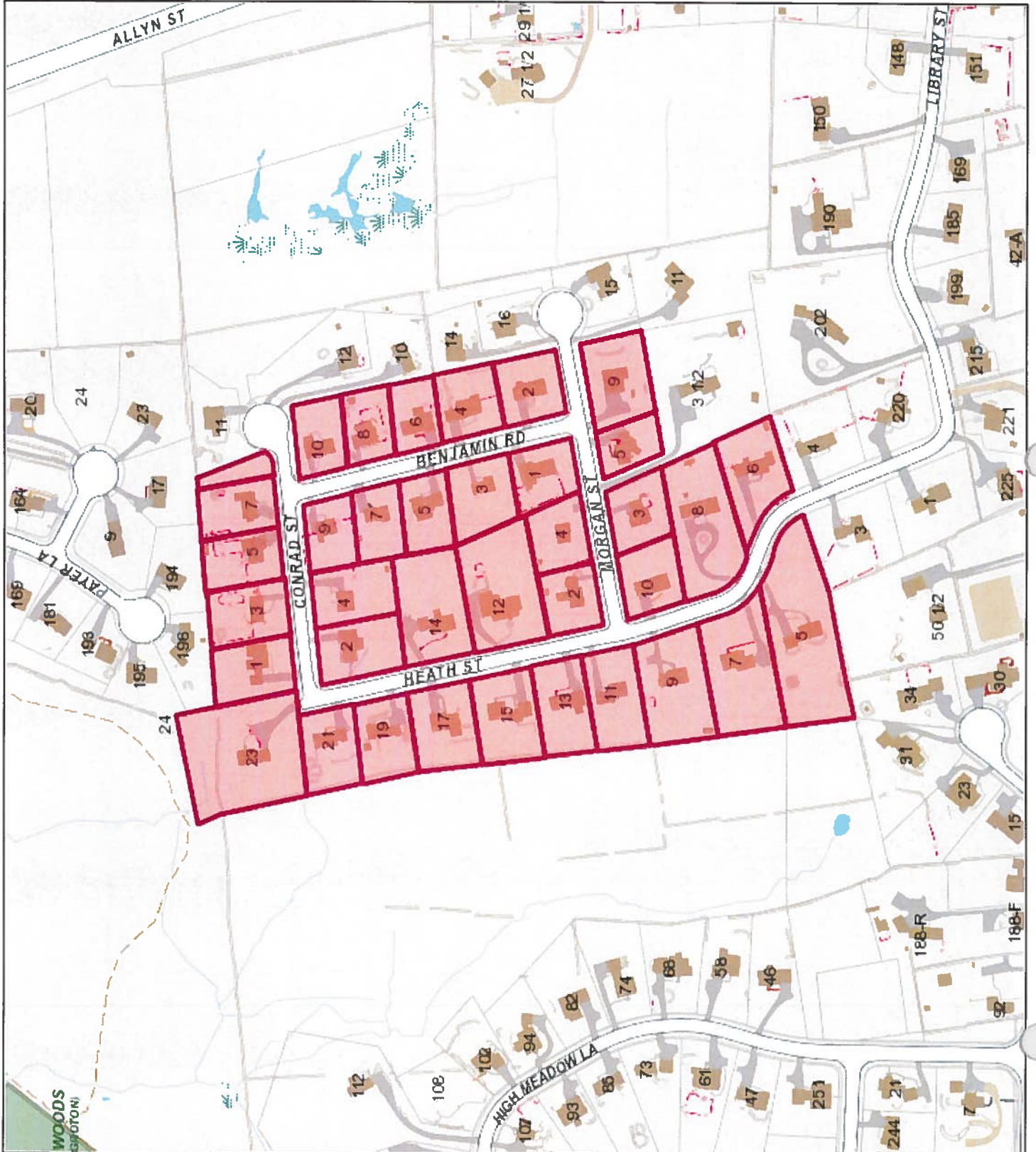
## Windy Hill



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Vertical Datum: North American Vertical Datum of 1988 (NAVD88)



Date: 12/20/2017



# Town of Groton



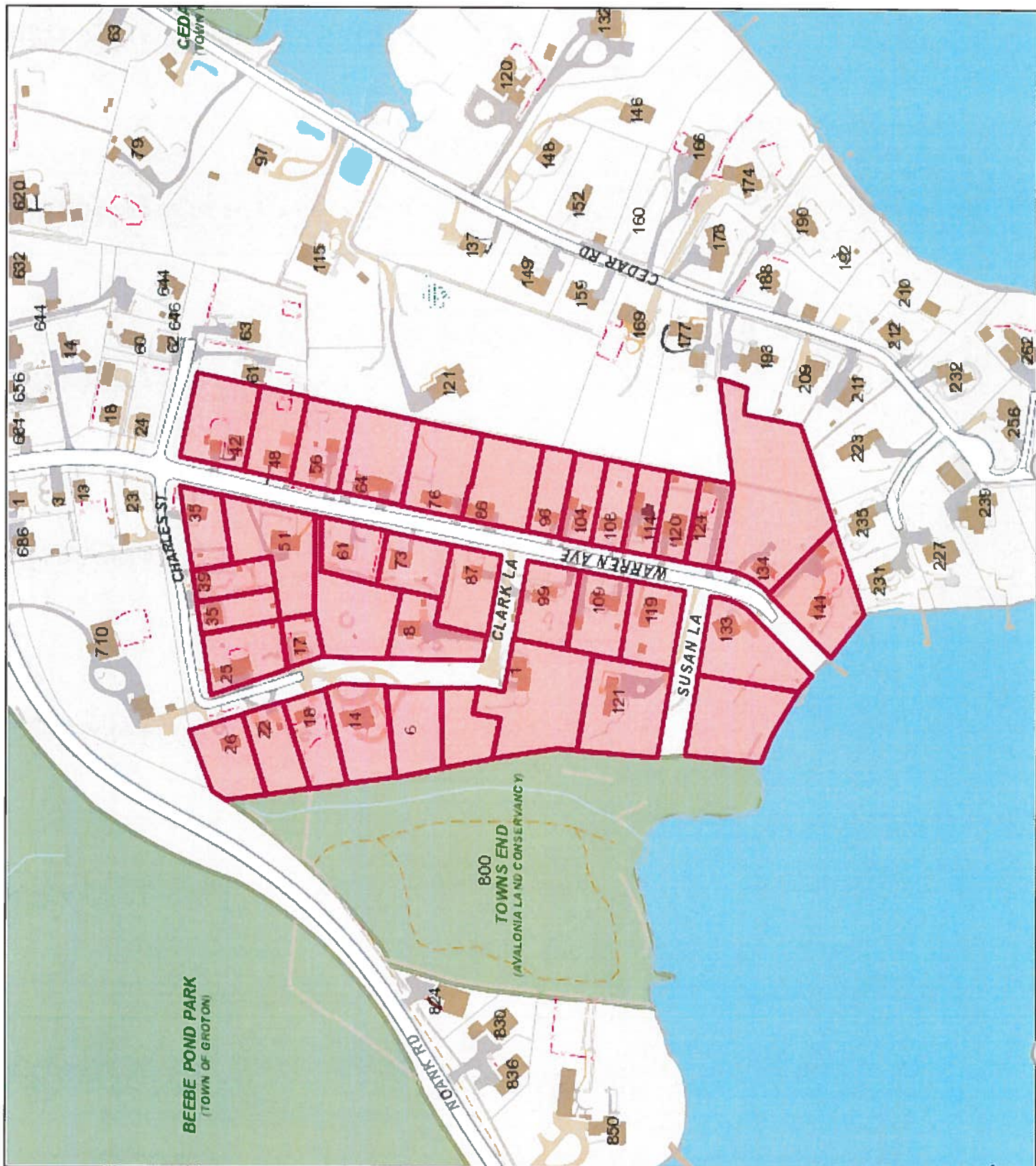
## Warren Ave



**Disclaimer:**  
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**Vertical Datum:**  
North American Vertical Datum of 1988 (NAVD88).

Date: 12/20/2017

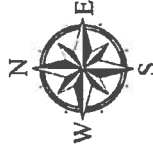




# Town of Groton



## Ackley Subdivision



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Vertical Datum:  
North American Vertical Datum of 1988 (NAVD88).

Date: 12/20/2017

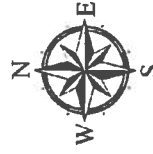




# Town of Groton



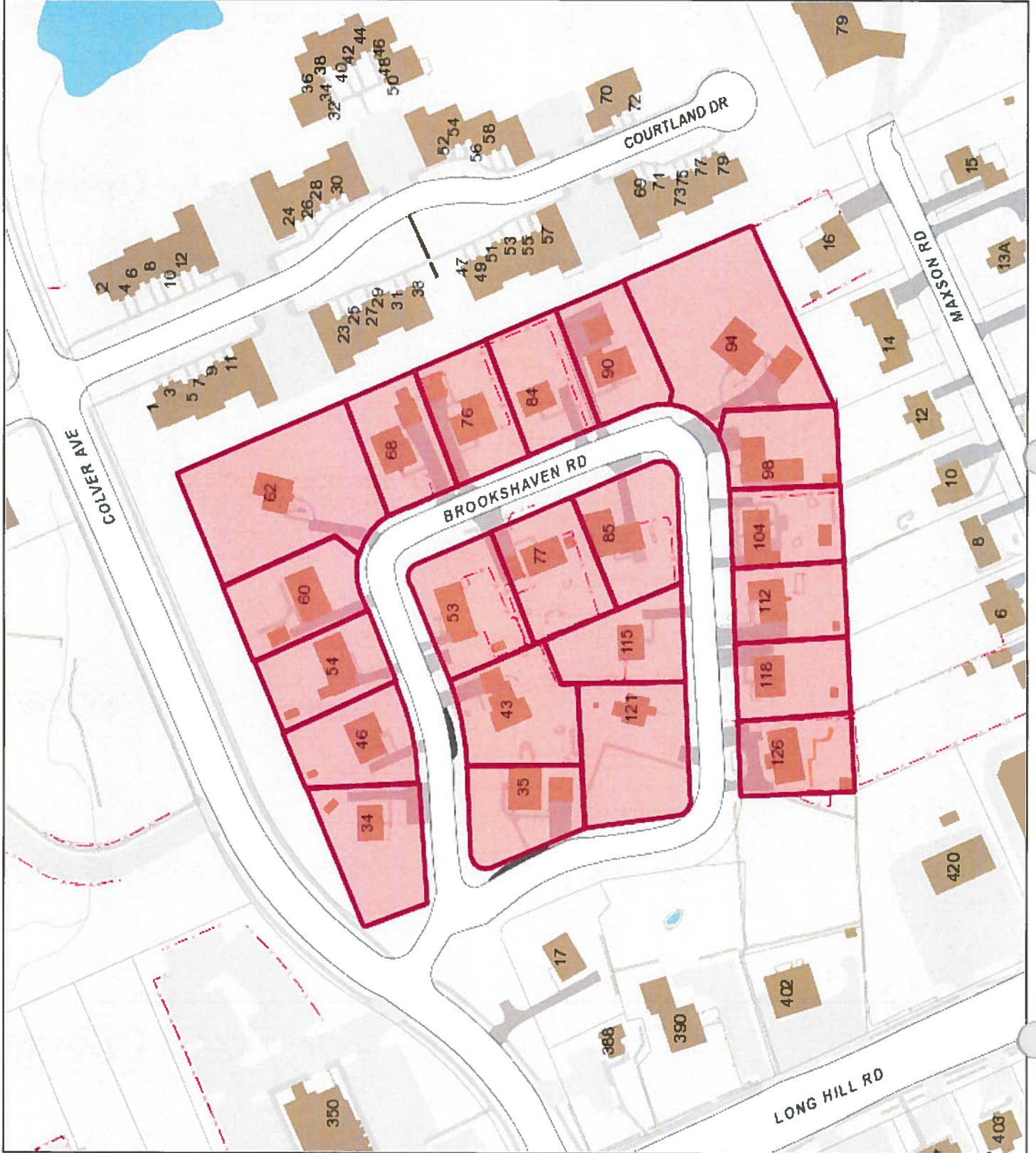
## Brookhaven Sub.



Disclaimer:  
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Horizontal Datum:  
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Vertical Datum:  
North American Vertical Datum of 1988 (NAVD88)

Date: 12/20/2017



RS-12/R-12

To: Town of Groton Zoning Commission

Date: Jan. 31, 2018 Feb. 7, 2018 *AF*

Good evening. My name is Jim Furlong. I live at 57 Fishtown Lane, Groton.

The new written descriptions of the Green Recreation and Green Conservation Districts add to the understanding of these terms. It's reassuring that the descriptive language stipulates that the table of uses does not supersede legally binding restrictions on any of the 47 named tracts.

I have some suggestions based on the new descriptions, the table of uses, and the map:

First, Haley Farm is connected to Bluff Point by a pedestrian bridge and a trail. Hikers use these paths to cross between the properties and tend to regard both as a single 1,000 acre plus unit.

Haley Farm's environment is similar to Bluff Point's. The farm is an environmentally sensitive coastal area that determined citizens long ago saved from development, just as they later preserved Bluff Point for future generations.

*Haley Farm should be classified as a Conservation District, just as Bluff Point is, rather than a recreation district.*

Second, motorized recreational vehicles—for example ATVs—should not be permitted on either Recreation or Conservation districts. They are the opposite of green. Exceptions could and should be made for handicapped persons. As for recreational drones, they are nifty but they belong elsewhere.

*2/7/18  
ZC MTC,  
JIM FURLONG*

Third, why would the Recreation District description allow what are termed “outdoor amphitheaters?” Those words evoke the Roman Colosseum, gladiators and chariot races. And how do amphitheaters qualify as active outdoor recreation, which I think is the basic idea? They sound like entertainment, rather than recreation. Speaking of entertainment, I see that theater or movies also would be allowed in Recreation Districts. Why? Also worrying is the idea of mobile restaurants (presumably food trucks) on both Recreation and Conservation Districts.

Think about food trucks. Think discarded plastic cups, <sup>and straws,</sup> catsup and mustard on crushed french fries and hot dogs underfoot, downed dixie cups, paper wrappers flapping from tree branches, and shiny aluminum food pouches littering the trails. That’s not green. A permanent restaurant in a Recreation District also raises questions. We have plenty of empty commercial space outside parks for permanent restaurants.

It’s also puzzling why public indoor recreation would be allowed in Conservation Districts. That means buildings. Do we really want buildings there?

Fourth, why don’t the regulations have a designation for farmland? It’s my understanding that Stonington is about to create a farm zone.

Our green lands—both for recreation and conservation—are precious. The surviving parcels have had very narrow escapes from commercial, residential, mining and population pressures. They are vulnerable and need firm protection in all our municipal regulations. Beware of erosions to protection. They can widen and deepen fast.

I’d like to end with a brief excerpt from a column by Steve Fagin, outdoor writer for The Day, about Haley Farm and Bluff Point:

2/7/18  
FURLONG

“...Johnny Kelley of Mystic, the late Boston Marathon champion and two-time Olympic runner, was the coach of the Fitch High School cross-country team. Every day after school, I tagged along with Johnny and the team on 10-mile trail runs from the high school through Haley Farm, along the railroad tracks and around Bluff Point and back. These training runs were more than workouts. They were transcendental philosophy rooted in his deep reverence for unspoiled nature. By the end of the season, members of the team were not only State Champions but also aspiring Thoreaus.” –end of quote

Shouldn't we try to keep Haley Farm, as well as Bluff Point and our other sensitive areas, as unspoiled as possible? And shouldn't we also try to maintain our Recreation lands as clean and as devoted as possible to what they're intended for? Thank you.

2/7/18  
FURLONG



**MEMORANDUM: Mixed Use Development – Town of Groton**

**2/7/18**

**To: Groton Zoning Commission**

**From: Zell Steever**

**Context:**

If the goal is to promote smart economic development in Groton and we know the following facts:

EB is going to hire 14,000 new jobs for the development and building new submarines over the next 20 years under contract to US Navy;

EB will need to expand the current facilities on the Thames River in order to build 2 submarines each year for the next 20 years estimated to cost \$1.4 billion dollars – a significant expansion of Groton's tax base; and

Currently, only 20% of the EB work force lives in Groton.

In addition, Groton is the home to Pfizer, U.S. Navy Submarine Base, and the University of Connecticut, Avery Point, as well as other significant institutions and organizations, which are all likely to expand.

We note that currently the Groton Town Council, the Economic Development Commission, and the Groton Planning and Development Services have all concluded Groton needs to develop a "sense of place"-- a **Groton Town Center and Municipal Center** in order to attract "smart appropriate development" for the town to continue to prosper on into the future.

We also note in reviewing the present pattern of development in our community over the past 75 years that the Town of Groton has been dominated by the automobile and the growth of suburban sprawl. Isolated housing developments clustered throughout the landscape with strip malls, big box stores and auto dealerships along our main roads are the result, along with rising concerns about the need to increase local taxes.

Historically, Groton was made up of many small villages and/or traditional neighborhoods, like Mystic, Old Mystic, Noank, Groton Long Point, Center Groton, and Groton Bank, all connected originally by water and harbors and then starting in around 1900 connected by rail and regular trolley service coming from the RI border to the Connecticut River and to Norwich, and linking to New York and Boston. These were generally small self-sufficient linked sustainable communities. Sprawl with the coming of the automobile has changed all this during the past 75 years.

2/7/18 ZC  
SUBMITTED  
BY STEEVER

Today, however, we have an unusual opportunity: many new high paying jobs, a significant increase in the tax base and "strip development" along Route 1 in need of help. Most importantly, today we have a municipal government ready to make changes and to take action.

To effectively meet this opportunity, the Town needs to provide suitable housing for young highly trained professionals, engineers, technologists and other support personnel. Studies repeatedly indicate that today's young professionals want to live in traditional neighborhoods, near work, near shopping, close to recreational opportunities, good schools and other social support systems, all without the requirement to own an automobile, but with reliable, cost-effective local and regional transportation available.

Groton has good interstate highway access, I-95 and I-395, good state highways, trains, airport, deep water port, and ferry services. However, it does not have a good bus system, good bike roads and/or walking trails.

Groton needs "mixed-use development" creating traditional neighborhoods – a **"Groton Town Center,"** where strip development along Route 1 from the Town Hall to the intersection of I-95 and Route 184 might become a starting place. This area is close to EB, Pfizer, and the US Navy Base. If redeveloped properly, it would be possible to walk, ride a bike or take a local shuttle bus from this area to work. If property owners were to rebuild or redevelop "the strip" into stores, shops, services and restaurants on the first floor and apartments, condos on the second, third or fourth floors above, this would very likely attract young professionals and would begin the evolution of the a new **"traditional neighborhood."** Mixed-size town houses for rent and for sale, and small parks and gardens would enhance the redevelopment, as well. Automobile and truck traffic, parking and access could be located behind buildings.

If local commuter train service was to become available from the new **"Groton Town Center"** to other towns and cities this would just continue to enhance smart economic growth and development, and attract additional smart development to our town and region. It would link our neighborhood community to the major employers of our region. A reliable commuter train schedule from New York to Boston would certainly enhance Groton. So, train stations in Groton, Mystic, Stonington and Westerly would be a great beginning for the expansion of Shoreline East. Mass transit rail and shuttle service would reduce air pollution, increase traffic safety, reduce road construction, save money, and provide a reliable alternative to the use of the private automobile, reducing the demand for additional sprawl development.

## Steps Forward:

As the Commission moves to review and consider mixed-use development for Groton, particularly along the Route One, I would suggest you consider these points.

1. This is potentially a big shift in land use in Groton and the concept should be discussed with the Town Council, the Planning Commission, the Economic Development Commission, the Conservation Commission and the Town Manager and entire town staff, as you move forward. This will create a new vision regarding smart economic development for Groton.
2. Reach out to EB, Pfizer and the Base, as they might well become partners in a number of important ways and would benefit from such redevelopment.
3. Land owners, developers and the public should be consulted early and often in both private and public meetings around town. This will generate support for mixed-use redevelopment in the community.
4. The Town should start discussions with the CT DOT Railway on Shoreline East expansion. It should consider how to develop a cost-effective shuttle service to and from EB, Pfizer and the Base along with both walking and biking routes to these employers as a part of a "mixed-use master plan."
5. The Town, both the Zoning and Planning Commission, should consider developing a visual **Master Plan of Development** for the Route One Strip along with a schedule and phasing of segments. This should also include a Marketing Strategy and be in synch with EB's hiring schedule. A picture is worth a thousand words and people will see a vision of what is possible and how they might benefit.
6. The Town will need to review and consider available infrastructure, including public drinking water, sewer, storm water, electrical and telecommunications. It should carefully consider how TIF for mixed-use development might work to promote redevelopment.
7. The Town will need to develop a complete **One-stop Regulatory Process** for "Traditional Neighborhood Redevelopment" to encourage and facilitate mixed-use. This might lead to the development of a **Traditional Neighborhood Development (TND) Ordinance**, possibly as a zoning and planning overlay district in the town. There are other alternatives as well.
8. The commission(s) along with the town staff need to recruit leaders to promote this "Master Plan of Development," particularly from Groton business leaders to generate excitement for this vision.
9. Finally, I recommend members read the book "*Suburban Nation*" by Duany, Plater-Zybeck and Speck. The book is also available online in Kindle. This will provide commission members with a good understanding of TNDs, and it describes the qualities that distinguish TNDs from suburban sprawl. I am providing you each with one chapter from this book for your consideration. I hope this may assist the commission as you consider the topic of "**Mixed Uses: Town and Village Centers**" on February 17, 2018.

Thank you, Zell Steever